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Number of pages in this transmittal: 3

(If this message is incomplete or unclear, please telephone fax operator at transmitting office for additional assistance. Information transmitted is to be considered confidential unless otherwise indicated.)

Date: 3/10/03

To: USPTO attn: Cynthia Streeter

From: J. Kenneth Sanders Re: Patent application 29/157,603

Quiet Vertical Take Off & Landing (VTOL) Aircraft

Fax: (703) 308-5806

Classification: Priority - Please deliver immediately

Hello Ms. Streeter:

Please allow my son and I to make this additional inclusion to our application file, through your passing it on to the proper person(s), in addition to yourself, who are handling our project.

We would greatly appreciate it if you could assist us in this regard as we don't know who else to direct it to, yet **this Request for Privacy is extremely important.** We can't have this invention broadcast to the world as we expect it to become a primary vehicle for our own military branches. The military expert who is with us is already confident that military contracts are a certainty as soon as our prototype is finished.

Thank you very much for your kind assistance in this important matter.

Aloha,


John & Ken Sanders

UFOZ, The Idea Creatique, Inc., and Sanders Marketing, Inc.

*P.S. please acknowledge @ ken@hawaii-aloha.com if you received my previous fax "explanation" of three days ago, as well as this one.
Thank you, Ken*

***Request for privacy--
USPTO application 29/157,603 for UFOZ VTOL
By John & Ken Sanders***

To Whom It May Concern:

March 8, 2003

We were told to send in our request for privacy under the condition of national security to keep our patent application from being published for public viewing, being that the military applications will be the initial market.

Quotes from leaders in the Aerospace Industry

"... While this is way outside of the box, the hurdles are acheivable..."

Erik Linde

Design Engineer

Goodrich Corporation Aerostructures Division

"...The conceptual design for the UFOz VTOL single impeller and multiple impeller disk crafts presents a unique and novel airframe design approach. Once developed, this type of aircraft may be tailored to fulfill many different military mission niches as well as derivatives for commercial application."

Brett Marrymee

Lead Engineer

Boeing

* Recognizing that the corporations can not officially make any affiliations until a working prototype is demonstrated, these quotes were based on presentations of the patent pending UFOz VTOL designs and prototype (Huvrbotx) mechanicals to the individuals and not to be construed as an endorsements by Goodrich or Boeing.

History of Application

This is the first time we have applied for a patent and we are learning as we go. We first applied for our patent on December 31, 2001 and received the application number 29/157,603 with a filing date of January 07, 2002. On January 22, 2003 we sent in a revised draft with accidental errors on a Revised Design application and a check for an amount of \$165, plus \$42 for "Reissue independent claims over original patent", plus \$65 for "Surcharge - late filing fee", plus (because we hadn't heard any response yet and thought that possibly our application had expired) \$55 for "Petition to revive - unavoidable"... total of \$327.00. So, because of errors we discovered, we then sent the corrected 21-page revision on February 4, 2003 with a Design Filing application and a check for an amount of \$165., followed by a fax on March 7th to Ms. Cynthia Streeter (who called us for an explanation), clarifying that the 2003 submissions were meant to be part of the original patent application, not new claims. She indicated that everything should be alright, in fact that we would probably get some money back, it's just that patents always take a long time.

If you have any questions please call...

Thank you,



John & Ken Sanders